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A FOUR-YEAR PROGRAM FOR PHILADELPHIA
Things which the people expect the new administration to undertake in the first year of its term:

TENNESSEE'S MONKEY-WRENCH
WITHOUT ceremony or warning the lower house in Tennessee slung a monkey-wrench into the election machinery of the country by passing its vote for the ratification of the suffrage amendment.

GAMBLING AND DEFALCATION
THE men and women who invested their money in Ponzis get-rich-quick scheme in Boston had a better chance of winning than did the local bank officer who tried to win a fortune by gambling.

OSTERS
There are supposed to be reasons for declining to eat oysters in any month the name of which is spelled without the letter "r."

ANOTHER PEACE HOPE
THE proposed transfer of the Polish-Russian peace negotiations from Minsk to Riga may without undue optimism be regarded as an encouraging augury of peace.

slowers, and the meeting will probably be affected less closely than its predecessor by the daily fluctuations of the battle line.
Continued obstinacy by either party precludes disaster for both belligerents.

As matters now stand aggression by either side has been fatal to the army pursuing that course. The Red host failed in Poland, the Polish forces in Russia. Peace, authoritatively established, is the only guarantee against the recurrence of such calamities.

THE WAR-WEARY RAILROADS ARE MUSTERED OUT TODAY

They Are Sadder Than They Used to Be and We Should Hope That They Are Wiser, Too

THE railroads of the country, which are in their own hook once more because of the withdrawal today of the federal government provided in the original control act, are a little dazed by the change of scene that has occurred in the last few years and with something of the nervous fear that ordinarily afflicts men who are turned out into the open after long periods of confinement.

The scenes have changed pretty often for the railroads. The Esh-Cummings act, presumed by experts to be chiefly in the practices that were forbidden in the Sherman anti-trust law. The Sherman law was the aftermath of the trust-busting fever. It was hard and in many ways unenlightened, but it was retribution in a novel guise. Under it a good many corporations paid for past and forgotten sins.

The Interstate Commerce Commission in made life even harder for the railroads in the first years of its authority. The public had come to look upon every utility corporation as an enemy and Washington succumbed to the contagion of common opinion. So the rail lines were down at the heels when the war began.

Under the system of government control investors were guaranteed a return approximating 6 per cent on their money. The over-take this year of the national treasury.

Now, under the new transportation act, the government and the rail companies are again free. The roads, however, are guaranteed rates which will pay all operating expenses and a minimum of 5 1/2 per cent to holders of securities. It is commonly supposed that Congress took pretty good care of the railroads when the new law was made. Yet years of costly experience have taught the country that Congress would have been blindly stupid had it permitted the rail lines to sink deeper into poverty or be overwhelmed by the consequences of past errors.

Upon their health depends the economic health and strength not only of the nation but of all its individual communities. If, fifteen years ago, the trust busters and later Congress itself were not disposed to take this view of the transportation system they only followed examples provided by a great many of the corporations themselves. Railway owners were not then in the habit of considering the social nature of their obligations.

The privilege granted to railway companies and the function of transport systems of all sorts are such as to make it apparent that a right of way is not a thing that should be exploited for private profit alone. Years of mauling by unscientific schemes of regulation and restraint preceded the dawn of reason in Washington and in railway board rooms. Rail owners and promoters were not content with the returns from a legitimate transportation business. They sought and perfected mergers and alliances with coal companies and iron companies until they were in a way to obtain absolute control of some of the basic necessities of national existence.

Some of them not deeply into politics. Others were dragged in. And yet, while lines like the Pennsylvania and the Reading were being acquired by unwholesome meddling at Washington and Harrisburg and with the deliberate restraint of trade, they managed to set new high standards of rail service in many of their departments. For the explanation of much that railway corporations have done in the past it might be well to remember again the experiences of James J. Hill, who when he was building the Great Northern and doing a service of national importance was constantly sought out by bribe seekers, who, from the vantage point of political offices, threatened to put insurmountable obstacles in his way. Hill was in politics. He was one of those who were dragged in against their will.

In any final analysis it is apparent that the failings of corporations are human failings. Railway directors and executives in their time and like other human beings, they were to a large degree, the creatures of their general environment. It is logical to suppose that most of them will be glad to have a new start in a clearer and fairer field.

The railroads are beginning life all over again under conditions that cannot by any stretch of the imagination be called unfavorable. They are virtually guaranteed success. The government has provided a revolving fund from which they may borrow in emergencies. Here surely is some element for the early policies of the Interstate Commerce Commission and the destructive removal of corporation-baiting congressmen, who were willing to weaken and even destroy essential utilities in the effort to keep some swollen private fortunes down to a sane level.

Recent events have made it clear that railway directors and executives, like the congressmen who harassed them, had much to learn about the management and purposes of great utilities.

The beginnings of the great railroad strikes of the past year were in the dim past, when the chiefs of big lines and small moved exclusively in a world of their own and unhesitatingly refused to learn anything of the life or experience of the great multitudes which supplied human energy in their organizations. The outlaw strike of last winter was an effort of the larger division of railway labor to obtain the advantages which were not granted to other groups until they organized and made threats. Radical organizers saw deeper into the minds of newly organized railway employees than the old-fashioned executives ever were able to see. They recognized conditions which railway managers preferred to ignore.

Everybody lost and the general public lost most heavily. The habit of aloofness cultivated by corporation men has been costly

in other ways. Many rail lines were impoverished. Others have died slow and painful deaths, though the country needed them badly. Skilled and unskilled workers came to believe that every corporation has tons of money somewhere about. But to this day the men who have to bear the burden of worry for the corporations are apparently unable to make themselves clearly understood to the rank and file of their men or to the general public. They appear to lack a voice or a method of approach. The habit of silence is still upon them.

Men who engage in big and costly strikes know no more about the very real troubles of the bosses than the average boss knows about the troubles of his men. When the two groups find a way to mutual understanding strikes will be done away with.

Mr. Atterbury has said that a hope to nationalize the railways is still in the minds of the railway unions. Now, if railroads are ever nationalized—and it is not likely that they ever will be—the decision will not be made by the unions or by the corporations. It will be made by the general public, whose rights and interests are most deeply involved with the whole question of rail and water transport.

Public opinion will be profoundly affected by the developments of the next few years in the world of railroads. For the first time in history the rail companies and the men whose talents and initiative kept them going have had a square deal from the government—which means a square deal from the public. The transportation act stands. The Interstate Commerce Commission has become a power in the world. We have an asset of the first importance, upon which the comfort and welfare of all the people are heavily dependent. A general friendly regard for the railway organizations will do more than anything else to help the corporations to a new and sound basis and to revitalize the transportation industry.

So, there is no place for railway men in secret politics. There is no need for hidden deals. There is no need for feudal minds in those departments of railway organizations which are supposed to deal with the workers on the lines. The country has dealt fairly with the railway people and the railway people must deal fairly with the country. Otherwise there will be fresh trouble.

Corporations will have to learn to speak openly and honestly in their own defense. These are not years in which they can afford to be haughtily silent. There is, for example, a persistent rumor that interests allied with the Pennsylvania Railroad are obstructing the plans for a Philadelphia-Camden bridge. That rumor may be false. But it was rumors of that sort that brought an extraordinary assortment of woes to big corporations in the past. Mr. Atterbury would have been wiser had he disposed of it while he discussed the remote matter of rail nationalization.

WHY DRESSES ARE BEAUTIFUL
BEAUTY, says Edmund Burke in one of his best-known essays, produces in the observer a feeling of extreme weariness.

As some of the costumes worn by modern women make the spectator tired, they must, according to Burke's standard, be beautiful.

Opinions differ on the subject, however. Two colored women were looking in the windows of a store on one of the cross streets a few nights ago, studying the dresses on exhibition. As they turned away one of the women was heard to remark to the other, "Those dresses would make a bulldozer break his chains."

Now beauty is defined in the dictionary as a combination of qualities that delight the senses. This suggests some inquiry into the combination which makes the woman of the present day in the gowns of the present day as fascinating as her grandmother or great-grandmother used to be in the hoop-skirt of the Civil War times. For it is undoubtedly true that the modern woman has lost none of the charm of her sex. That charm was potent when women wore hoop-skirts. It did not disappear when the hoop was fashionable. It persisted during the period of tight sleeves and clinging skirts. It survived the leg-of-mutton sleeves. And the gradual shortening of the skirt until mature women look like the schoolgirls of the last quarter of the nineteenth century has not diminished her allurements.

The essential ingredient to beauty in feminine costume is the woman's appearance in it. The appearance for a moment in a revived musical comedy now playing in town of the costume of 1900 when the piece was first presented justifies this conclusion. The six girls who sing a famous song appear in 1920 confections—we believe that is the proper word. The skirts are short. The waists are long and there are folds of silk projecting at right angles from both sides about the level of the hips. The woman of 1900 would have been willing to appear, even in her own parlor, in such a gown. Yet the girls who wore them were charming and all the women in the audience admired the dresses.

Then another set of six girls came on the stage dressed in the style of twenty years ago. The skirts are full and long and the waists are short. The sleeves cover the arms and the necks are high. And still the girls were charming. When they turned their backs on the audience every woman burst into laughter—not at the girls, but at themselves—or at their mothers who used to wear such dresses. It was the contrast which amused them and perhaps a few of them reflected that in twenty years more the styles prevailing today will seem as amusing to the generation of theatergoers of that time.

What those styles will be no one can foretell. But we all know that they will be different from those of today. Whether the brevity of the skirts and their narrowness is to continue until American women wear silk knickerbockers after the manner of the Siamese women, or whether they will revert to the other extreme with long trains sweeping the streets, is concealed in the mists of the future. But whatever happens the woman herself will constitute the supreme charm of which the costume serves but as a setting.

In his fears concerning the effect of "company" on anti-mobility rides, Superintendent of the Philadelphia Police, Robert E. Kipping, who "He travels far, but travels alone," responds an interesting topic.

The executor of the late Nat Goodwin's estate reports that his liabilities at his death were greater than his assets. But it is interesting that his life was peculiarly adept in acquiring liabilities.

The chances are six to one that next winter will be the coldest yet, according to Weather Review. But so many are opposed to gambling that they will lay in the usual supply of coal.

We are awaiting, somewhat hopefully, the indignation of youthful Philadelphians over the announcement that the citizens' destruction by fire enjoyed by some of our schoolhouses are excellent.

It will take a true philosopher to call the present trend a system of zones in this city really temperate.

OUR COLONIAL ART

Philadelphia a Great Storehouse of Art—Downtown Wards Will Benefit More by Equal Suffrage Than Other Sections of the City

By GEORGE NOX MCCAIN

C. S. BRADFORD is the oldest professional photographer in Philadelphia. I mean in point of years.

He is an artist rather than a photographer. He has a score of studios. They are the homes of the wealthy and well-to-do, and the art galleries and private collections of Philadelphia, New York, Baltimore and Washington.

He works when and how he pleases. His only master is the sunlight and its beautiful gradations of light and shade.

It would scarcely be fair to my friend, Bradford, to set down the number of the years of his art, but it is enough to know that he has far exceeded the span allotted to man.

He is the ideal craftsman, for he loves his work. At a period in life when the average professional man cultivates his Morris chair in a well-stocked library, Mr. Bradford is constantly searching for the rare and beautiful in art and nature as subjects for his lenses.

His specialty is copying rare paintings, precious and colonial documents and records, and the exquisite objects of virtu that grace so many of the fast disappearing old mansions of Philadelphia.

HE HAS done considerable work for the Pennsylvania Historical Society. Governor Pennypacker selected him to photograph old landmarks for his famous autobiography.

"I have photographed twelve of Gilbert Stuart's portraits of Washington," he said, "for he loves to dwell on this phase of his art."

"There are very few people aware that there are that many original Stuart portraits of Washington in existence, and most of them are in and around Philadelphia. I am constantly on the lookout for additional ones."

"They are originals, too," he said in reply to my question. "A few, perhaps, are replicas. That they were painted from life is evidenced by the fact that each one develops some different characteristic in face or dress of his famous subject."

"Gilbert Stuart did not identify his work by name. There is something, however, in the artist's style and coloring more conclusive proof of its genuineness than the addition of his name."

"Just as a connoisseur can identify a Titian by the wonderful red that has taken on by the subject, they argue, could I have given to this work a dash of color that he gave to all of his work, so is there something in Gilbert Stuart's portraits that is infallible proof that it was his brush that touched the canvas."

"PHILADELPHIA is a perfect storehouse of rare and wonderful relics of revolutionary days," Mr. Bradford says. "Even collectors who are supposed to be familiar with the subject, have no conception of the wealth of this sort of material that is to be found in hundreds of homes in and around this city," he continued.

"In the more than a quarter of a century that I have given to this work a dash of color that he gave to all of his work, so is there something in Gilbert Stuart's portraits that is infallible proof that it was his brush that touched the canvas."

"Once in a great while a few of them come to light in the sales, particularly of Pennsylvania, and Pennsylvania, by Stan V. Hildner. But even then, they are gotten together only at rare intervals and with much patience and search."

Mr. Bradford is of the opinion that this city is pre-eminently the American city, and that the people of Philadelphia, by their descendants, from the generation of the Lares and Penates of its original settlers.

EDWARD L. D. ROACH, secretary of the Committee of Seventy, has known politics for a good many years. His opinions, by virtue of his experience, are worth recording.

South Philadelphia political leaders will benefit most by woman suffrage, is his observation.

"It will be the same old story in the case of the women of Philadelphia as it is of the men. The women in the past have done their share in the general development of the city, but they have not been able to claim the active spirits in the equal suffrage movement make as to the general desire of women to vote, the truth is that the majority of the sex in this city care very little about it."

"On the other hand, the men who live by politics, the job holders and the fellows who have an object to gain by being active in any action, will see to it that the female members of the reform organizations are eligible and registered and voted with regularity and precision."

"There are reports from assessors of great reluctance on the part of women of foreign birth to be registered and answer the questions necessary to registration. It is only a temporary condition. Once they understand thoroughly they will be only too eager to get their names on the books," asserted Mr. Roach.

"I make the confident prediction that there will be a great increase of voting strength in the south and central parts of the city with no ratio of comparison, according to the conditions of the residential and outlying wards," he declared.

THE grandson of a former Governor of Pennsylvania committed suicide in New York the other day. The conditions of political prominence rarely do that sort of thing.

BETTER THINK IT OVER



NOW MY IDEA IS THIS!

Daily Talks With Thinking Philadelphians on Subjects They Know Best

GULLIAEM AERTSEN On the Delaware River Bridge

"YOU cannot make it too strong that the responsibility for the building of the Delaware river bridge must rest with the engineer," says Gulliaem Aertsen, president of the Engineers' Club, discussing the question of who shall build the proposed new span.

"It is only common sense that it should be this way," he said. "The bridge builder is primarily a civil engineer, and the problems involved in constructing such a span belong strictly within the province of the engineer."

"All precedent points this way. Most of the big bridges built in this country have been under the supervision of engineers. Take the Hell Gate bridge at New York, one of the most difficult engineering feats ever accomplished in this country and a far more difficult problem than the Delaware bridge would present. That structure was planned and in charge of an engineer."

"It is pointed out by architects that the general outlines of the bridge are the thing and that a beautiful structure must be erected, and that consequently an architect is the man to supervise the building of the span. The fact that an advisory capacity, to figure the stresses and strains and other details."

"My answer is that the engineer can get any number of capable men at a comparatively small charge to work out all the details so that a big man would not be needed in that way."

Problems of Engineer "Furthermore, the bridge is more than an esthetic proposition. Its primary purpose is to carry vehicles and passengers across a river or over a body of water. The question of whether it is to be a suspension bridge, or a cantilever bridge, or a girder bridge, or a trestle bridge, or a viaduct, or a combination of these things, is a question of engineering, not of architecture."

"There are certain engineering difficulties in the way of selecting the point at which the span shall be built, aside from any other considerations. The lay of the land, for instance, is an engineering problem pure and simple. If after finding a spot that would seem to be the center of business and industry and also general traffic and after coming the question of the cost of property acquisition and the cost of the foundations, the question of the quality of the foundations is an important one."

"The kind of bridge, too, is peculiarly an engineering matter. It is the architect's problem. When it came to the question of whether it was feasible or financially possible to build a bridge of the cantilever type rather than a suspension bridge, who could decide that, but the engineer?"

"Any nobly conceived and well-built bridge cannot help but be a thing of beauty. The architect will be necessary with his advice as to beautifying the structure and appearance, but the engineer is the one who will have his foundation, the broad lines of the structure itself designed by the engineer before his work will be of any avail."

"There are a number of serious problems considered by the engineer in the building of the bridge. First of all the question must be settled, who is going to do it? Whether he be engineer or architect, the decision must be decided before any definite move can be made."

Location of Bridge "Then the great question will be, Where shall the bridge be placed? There are so many factors to be considered here that the bridge commission or whoever shall have the final say will face a tremendous responsibility."

"The question of figuring the center of traffic is one problem. This must be considered from the standpoint of the growth of the city as to population and its industrial layout and growth."

"There seems to be some question as to whether it is better to locate the bridge at the center of the city, due to the fact that industries are developing in that direction and the amount of ground available, or whether it shall be north. The general trend of many large industries seems to lie north, northwest, and this must receive consideration."

BETTER THINK IT OVER

Concerning the Great Britain, the little Britten seems to have twisted his facts.

Feminine interest nowadays is fixed not so much on Poland as on the polls.

The rather dubious motto of the miners seems to be: "Strike while the public is hot."

A lot of happy old women will go to the polls in November. They are to vote at last.

Senator Penrose wants the women voters to understand that he and not Vane is their friend.

It is quite in keeping with the contemporary state of things that Labor Day should be a holiday.

"Fair enrollment of Harrisburg women," says an unguarded headline. Isn't the adjective misplaced?

Let us hope that it is true that the ten cents a ton added to the price of coal today is the last increase to be made this year.

Cafes that charge a dollar for service do so perhaps on the theory that the prevailing indignity is being insisted for nothing.

We will wager that a great many people didn't think of getting in their winter clothes until they read new rumors of another anthracite strike.

Cox, while in New York, did not talk about "invading the enemy's country"—perhaps because he is under too great obligations to Tammany Hall.

It is up to the persistent Pollyannas to console the victims of rainy vacat with a rhapsody on the prolonged greenness of this year's grass and trees.

People gifted at seeing things at night are reporting that Grover Bergdoll has appeared to them. The federal agents, however, are not ready to accept the evidence.

It is easy to understand why the Russians in their modern music have made use of comparatively little jazz. The native supply has all been exhausted in their politics.

If the Rev. Dr. J. Ross Stevenson, of Princeton, should be made state clerk of the Presbyterian General Assembly a worthy success or of the late Doctor Roberts will be chosen.

In view of what happened to the zone trolley fares, it is not altogether extravagant to assume that our aggressive neighbors over the river may restore justice to the ferry rates.

Governor Cox says that the statements by Will Hays in Chicago are false and Will Hays says that the charges by Cox are false. As both men are opposed to war, the episode will not culminate in coffee and pistols for two.

The motorist who was fined for talking back to a policeman enforcing the traffic rules against him got only what he deserved. There would be fewer accidents if every motorist who is "sassy" should be haled to court.

A policeman had to hit a man over the head with a club three times before discovering that his skull was solid ivory; but a policeman's club is not needed to demonstrate that there are several bonheads attached to the campaign committees of both political parties.

Thirty-five public school buildings in the city in use and twenty of them are positively dangerous, according to the superintendent of buildings of the school board. But he intimates that the city is too poor to replace them. What are we going to do about it?

Once more the former Czar Nicholas of Russia is reported to be dead. The evidence this time is said to convince his mother. But there will always be credulous persons who will insist that he was spirited away from Ekaterinburg, and if no unscrupulous adventurer appears in five or ten years claiming to be the crown prince all precedents will be broken.

What Do You Know?

QUIZ

- 1. What is meant by a casting vote?
2. Who was Linnaeus?
3. The first aviator to fly over the English Channel was...
4. What famous diamond belongs to the Russian crown jewels?
5. What is the original meaning of the word wit?
6. Who is Mustafa Kemal?
7. Name an English king who went out of his mind.
8. What kind of a camel has two humps?
9. Where is "The Blue Juniata," famed in song, and of what river is it a tributary?
10. What is a squeeze?

Answers to Yesterday's Quiz

- 1. Thirteen monarchies of Europe are Great Britain, Spain, Belgium, the Netherlands, Denmark, Norway, Sweden, Italy, Serbia (otherwise the S. R. Croatia-Slovene and Turkey, Bulgaria, Greece.
2. Ten republics in Europe are France, Switzerland, Portugal, Germany, Austria, Czechoslovakia, Estonia, Finland, Poland and Russia.
3. A naturalized American is not eligible to the presidency.
4. A man who "takes false" is one of government attention from interference with individual action, especially in commerce.
5. The phrase should be pronounced as though it were spelled "lay-oh-fare." It literally means "allow to do."
6. Charleston is the capital of West Virginia.
7. Three hundred and sixty degrees equal a great circle.
8. A slyrix is the musical instrument often called Pan pipes. It consists of from seven to nine hollow reeds, cut in short, graduated lengths and fastened together at the ends so as to be easily blown by the mouth.
9. James H. Wilson, who died recently, served as secretary of agriculture in the cabinets of McKinley, Roosevelt and Taft.
10. The "Entente Cordiale" between France and Britain was established largely through the efforts of King Edward VII in 1904.